



IDR Sheet	1	of	1	Sheets	Final Record Book	Page
Contract	C-7852			Day	Tuesday	
				Date	August 16, 2011	

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

I met Brad Schut and Erik Warren on the west end of the project around 7:00 am. Brad indicated that Hi-Tech was drilling anchors for the wire mesh and cable net systems. Brad stated that we could meet with Hi-Tech later in the morning to go over the remaining anchor location. I agreed and indicated that I would drive to the Hyak office to work on my IDR for yesterday's construction support.

Brad met me at the Hyak office around 10:30 am and indicated that Hi-Tech was ready for the walk-through. Brad and I drove to the site around 11:00 am. Brad, Eric, and I met Abe from Hi-Tech at the top of the slope to verify the top line location. Abe walked us from the west end to the east end of the project and everything looked acceptable except we discussed moving the eastern limits from where Hi-Tech currently has the end of the line at 1339+00 back to 1338+50 as was verified by Norm Norrish last week. Abe indicated that they may have to take a few trees on the eastern limits of the cable net system that were not removed last year. Brad stated that he would look into it and get back to Hi-Tech.

While we were walking on the west end of the project to meet with Hi-Tech, we noticed a wedge structure located around station 1316+50 that has "daylighted" just above the bottom of the ditch section since the lower few feet of material have been excavated earlier this season (Figure 1). There are a total of 12 rock dowels installed at the upper portion of the wedge limits (crest and spot dowels); however, there additional reinforcement may need to be installed on the lower half of the wedge to stabilize the entire structure. I measured some orientations of the wedge and checked in with Tom Badger. He indicated that we will run some preliminary analysis to determine if any additional rock dowels are needed in this area.

Brad called me at 2:00 pm and indicated that we could perform a short lift inspection from 1334+75 to 1335+35. Brad and I laid out six 30-foot dowels at approximate elevation 2576 MSL (Figure 2). The pre-split holes appeared to be in acceptable condition for the most part; however, there are a few borings that "drift" out of WSDOT specifications horizontally (Figure 3).

I left the site around 3:15 pm.

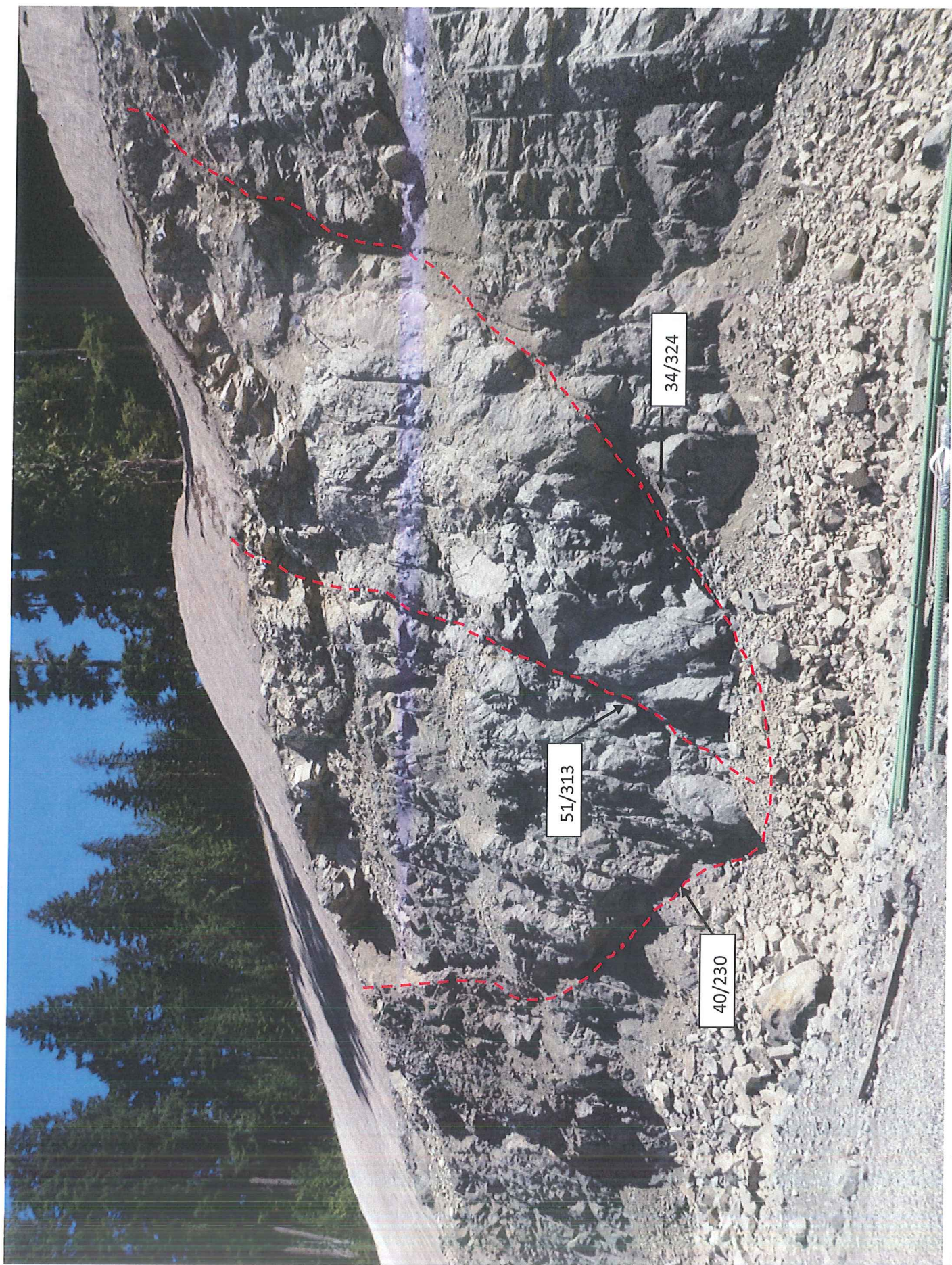


Figure 1. A photograph showing the wedge feature located around station 1316+50.

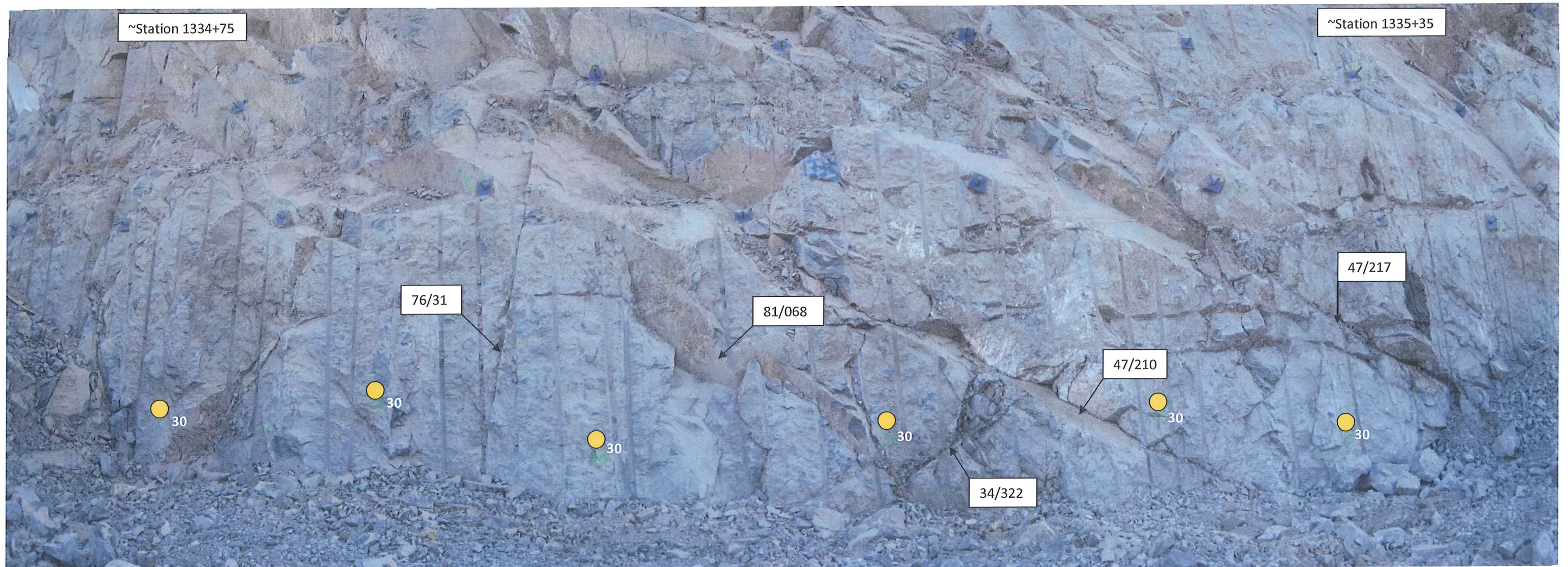


Figure 2. A photograph showing the lift inspection from approximate station 1334+75 to 1335+35 to approximate elevation 2576 MSL.



30 - Type H Rock Dowels (Minimum Length in Feet)



Figure 3. A photograph showing the pre-split lines between around station 1334+50.